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COUNTRY	East Germany	REPORT NO.	
TOPIC	Cottbus Airfield		614860
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EVALUATION	see below	PLACE OBTAINED	
DATE OF CONTENT	11 January to 8 February 1954		
DATE OBTAINED		DATE PREPARED	8 March 1954
REFERENCES	25X1		
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS			

SOURCE

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1. The following air activity was observed at Cottbus airfield between 11 January and 6 February 1954:

11 January. Individual flights by Yak-18s were made.

13 to 17 January. Local individual flights were made by Yak-18s with red propeller hubs including two with the white Nos 2 and 11.

18 January. There was intensive air activity by Yak-18s including three with the white Nos 2, 4 and 9. Visibility was good.

19 January. There was local flying by Yak-11s. The sky was overcast.

27 January. No local flights were made at the field. Swept-back jet aircraft flying in formations of twos and fours were repeatedly observed over the town.

3 February. There was air activity by Yak-18s which also made aerobatics at high altitudes. Swept-back jet fighters made individual flights over the town. There were no clouds and visibility was good.

4 February. There was intensive air activity by Yak-11s which also made aerobatics. The pilots apparently were not beginners but advanced pilots. About 8 aircraft, probably Yak-11s, were observed at the field.

6 February. There was air activity, including aerobatics, formation flying and individual flights, the latter probably were cross-country flights. 1

Source learned from a conversation that, in January, a flight accident had occurred killing two soldiers.

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3. About 9 a.m. on 6 February, 12 single-engine aircraft with red propeller hubs and including five with Nos 6, 8, 9, 10 and 11, were parked in front of the hangars. The aircraft were of two types with a two-man cabin. The first take-off was made around 9:15 a.m. After the take-off, the aircraft circled two or three times over the field and then disappeared. Additional take-offs were made at intervals of about 10 minutes. All of the aircraft left the area of the field. Around 9:45 a.m., the first landing was made; one member of the crew was being exchanged, while the second remained in the aircraft. The same observation was made with the second aircraft which landed around 10 a.m. 1

4. On 8 February and the following days, 40 to 50 airforce officers were observed arriving almost daily by train at Koenigswusterhausen railroad station, coming from the direction of Berlin Baumschulenweg and changing onto a train headed toward Cottbus. 2

1. Comment. Air activity by the Aeroclub at Cottbus airfield was conducted in the usual way. The flights were made in Yak-18s with red propeller hubs and marked by white numbers ranging from 1 to 11 and by Yak-11s whose markings have not been determined. The jet aircraft belonged to other airfields, possibly Welzow airfield. At the end of January and the beginning of February, there was unusually heavy formation flying by all fighter units of the Twenty-Fourth Air Army.

2. Comment. It is not believed that the officers observed are connected with Cottbus airfield. They probably belonged to another airfield, possibly Brand airfield.

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